

# Hongkong Daily Press.

ESTABLISHED 1857

" 1682 Hongkong, 17th May, 1890.



## INTIMATION.

A. S. WATSON & CO.,  
LIMITED.

WINE AND SPIRIT MERCHANTS

ESTABLISHED 1841.

SHERRY.

- Per Case of 12.
- A. SUPERIOR PALE DRY Dinner Wine, Green Seal Capsule \$10.80
- C. MANZANILLA, PALE NATURAL SHERRY, White Capsule 12.00
- CC. SUPERIOR OLD DRY, Pale Natural Sherry, Red Seal Capsule 12.00
- D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule 14.40
- E. EXTRA SUPERIOR OLD PALE DRY, Very Finest Quality, Black Seal Capsule (Old Bottled) 20.40

In addition to wines of our own bottling, the following brands, bottled in Europe, have been specially selected, and procured from the celebrated firm of MESSRS. GEO. G. SANDEMAN, SONS & CO., of LONDON and OPORTO, for whom we have been appointed Sole Agents.

- Per Case of 12.
- LIGHT DRY SOLERA 25.00
- VERY PALE DRY 25.00
- PULL GOLDEN 30.00
- PALE DRY NUTTY 32.00
- FINE OLD BROWN 42.00

A. S. WATSON & CO.,  
LIMITED.

THE HONGKONG DISPENSARY

[35]

## BIRTHS.

On the 11th August, at Poochow, the wife of G. SHERMAN, H. G. M. a son. (2144)

On the 15th August, at No. 3, Quai de France, Shanghai, the wife of Bernhard BUCHMANN, of a son.

## DEATH.

On the 11th August, at Ningpo, GUOYAN KULTZAI, aged 43 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 22nd August, 1901.

To judge, from the anticipations in the leading Shanghai papers last week, the result of the voting on the proposed tramway scheme at the special Ratepayers' Meeting must come as a rather severe blow to the Shanghai public. It is true that of the ratepayers actually present 92 voted for the scheme and only 57 against, but the demand for a poll enabled the proxy-holders to turn the scale the other way, and the scheme was rejected. The idea of this tramway originated with Mr. ZIEGLER, a German by birth, but long resident in London and now a Shanghai ratepayer. What he actually proposed at the meeting was an experimental line from Garden Bridge on the Bund to St. George's Farm, to be followed by other lines should the experiment prove a success. The *North-China Daily News*, writing on the 12th inst., said:—"The great point of Mr. ZIEGLER's scheme is now formulated. It is a practical experiment which he proposes to make at his own cost, and as its financial success must depend for some time on Chinese support, that is, until foreigners have begun to move in considerable numbers into the suburbs, he has another reason for choosing streets which are more exclusively used by Chinese. His scheme will give the community a practical insight into the value of tramways, which it is undoubtedly well that we should have before we dispose of the rights in our 'leading thoroughfares.' The fact of the French Municipal Council proposing to inaugurate shortly a tramway system in their Settlement at Shanghai, and of Hongkong and Tientsin both having decided on tramways was expected, as no doubt it did, to spur the Shanghai ratepayers on to make a further advance in municipal progress. Shanghai, like our own city, has been suffering severely from excessive rents and lack of building land, and the cry for more rapid communication between the centre and the boundaries, enabling an extension

of the latter, has been growing stronger and stronger. The following lines from the above-quoted article in the *North-China Daily News* might, with a trifling alteration, have appeared in a Hongkong paper at any date for many years:—"It is hardly necessary to point out to those who are suffering from the high rents which have become inevitable with the rapidly increasing value of land within the old limits of the Settlement, what an advantage it will be to establish cheap and rapid communication with the suburbs, where houses can be built that can be let at reasonable rents. The time occupied in transit and the cost have heretofore prevented to a great extent the erection of middle-class dwellings in our eastern and western suburbs." Hitherto in Shanghai, as our contemporary points out, there has been no improvement in the means of communication in the Model Settlement since the introduction of the tramway. It has of course to be proved, as the *Mercury* says, that the Chinese will prefer to ride a certain distance in fifteen minutes rather than in two hours on a wheelbarrow. But this can hardly be doubted, provided that the fares are sufficiently low. The promoters of our own tramway scheme have expressed themselves confidently on the point, and all existing evidence is in their favour. When the first prejudice to an innovation has been overcome, the Chinese have always shown themselves appreciative of quick transit facilities.

The Shanghai newspapers wrote hopefully last week of the prospects of the scheme at the Ratepayers' Meeting. The *North-China Daily News* said:—"What we want is a practical demonstration that will stop the constant objections of the typical conservative Shanghai man, 'We're not going to have the Bund and the Bubbling Well Road spoiled by tramways, and all the other streets are too narrow.' This must be answered by laying tramways in the streets and working them, and we hope to see the ratepayers deciding at the meeting next Monday that the experiment shall be made." The *Mercury* speaks with more confidence still:—"It is for the constructive of this experimental line alone that the ratepayers will be asked to give their consent, and we have no doubt that the majority who vote will cast it in favour of a tramway which is now so very much needed and which is so important to the future development of these Settlements." This confidence was justified by the voting of those ratepayers actually present at the meeting. But the absentee landlord was not to be defeated so easily. The proxy-holders nearly quadrupled the vote against the scheme, while the vote in its favour was little more than doubled, an adverse minority of 35 being converted into a majority of 32. We shall receive shortly from Shanghai some details of the speeches and voting, which may throw further light on the motives actuating the opponents of the scheme. It may be assumed, however, that property-holders in the centre of the town used all their strength against a proposal which threatened to reduce their rents by relieving overcrowding in the Settlement. The triumph, such as it is, will almost certainly be found to be the triumph of vested interests—ever the most serious incubus haunting the life of a Far Eastern settlement, whether it be a Crown Colony or a Municipality. Hongkong has not escaped from this obsession, as we have had occasion to point out recently. Fortunately, however, it has been to the honour and interest alike of some of our most prominent residents to foster the growth and improvement of the colony, which under purely official guidance would have stagnated entirely. Shanghai has had a far better name for progressive tendencies than Hongkong. In one particular at least we seem to have shown to better advantage.

No fresh plague cases or deaths were reported during the 24 hours ending at noon yesterday.

No enquiry will be held into the death of Lester Mansfield, who was a short time ago found dead in her room in Lyndhurst Terrace. Dr. Atkinson, Principal Civil Medical Officer, has certified that death was due to alcoholic poisoning.

Two more bodies, making now a total of five, have been recovered out of the eight men who were drowned when the steam launch *Lee Sang* on Saturday night ran into and sank an Army Service Corps cutter coming from the hospital-ship *Meowee*.

The Hon. Treasurer of the Alice Memorial and Netherese Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Ho Ngok Lau \$50

Ho Wing Kin 10

The *Peking and Tientsin Times* of the 10th inst. says:—"On that the Bund troops are breaking up and intending to stay in Tientsin in various occupations. Such a culmination seems disappointing after the hard work which years of training have involved, and the amount of proficiency attained." We note, by the way, that our contemporary has a short article on "ga ing" and other outward signs of dissatisfaction exhibited at the Gordon Hall, Tientsin, on the previous Saturday.

Captain H. J. Purvis of the 3rd Bombay Cavalry died in his bed at four o'clock, on the morning of the 15th inst., at Maruyama, Oson, Kioto.

It is very probable, the *N.C. Daily News* declares, that the Tariff Revision Commission will sit in Shanghai, where all the necessary information will be readily available.

Last week at Shanghai the cricket team of H.M.S. *Astraea* defeated the Army by 6 wickets, the beaten team wisely closing their second innings with 6 wickets down. Lieut. Philbrick scored 64 for the *Astraea*.

The *N.C. Daily News* learns 'with much pleasure' that the interview between the Viceroy at Nanking and the consuls, with reference to the conservancy of the Huangpu, was satisfactory, the Viceroy falling in with the principle of the scheme, of whose ultimate execution there is little doubt.

The United States military authorities in Laguna Province, P. I., prohibit the natives residing in districts accessible to the insurgent General Malvar's forces from storing rice in their houses. This has been done to prevent the natives from giving either voluntary or compulsory aid to the insurgents.

Educational work in the Philippines is apparently making great strides. In five years from now every Filipino youth, it is anticipated, will be able to speak, read and write English. There are now 600 trained teachers in Manila. In Hongkong our education department is represented by a cadet, a Chinese writer, and half-a-dozen masters. Advance Hongkong!

It is reported that certain Chinese merchants and gentry in Shanghai have subscribed and collected the sum of Tls. 32,735 for the proposed Municipal Public School for Chinese. This sum has been temporarily deposited in the Imperial Bank of China, and Mr. J. C. Ferguson will be asked to hand it over to the Municipal Council as previously agreed upon.

During the first half of the present year 310,155 tons of coal were shipped from Moji, of which 233,881 tons were sent to Hongkong, 241,504 to Shanghai, 47,835 to Singapore, 102,302 to Manila. Bunkers for foreign-going ships took 239,514 and Japan ports and bunkers for local steamers 622,684 tons. The Mitsui Bussan Kaisha shipped 421,135 out of the total of 1,910,165 tons, including 73,393 tons to Hongkong, 62,863 to Shanghai, and 49,456 to Singapore.

A card bearing a post-mark for the 29th July, was duly delivered as addressed, to Mr. Takajiro Ogawa of Nagoya City, Japan. The card was signed by one Tokui-Kyojin, upon which was written in long neglect to call on you. I happen to be a little pressed with a need for your life, and I beg you to let me have it. Without appointing any date, I shall come and get it." Mr. Ogawa, it is stated, is a contractor who regularly supplies labourers to the Construction and Repair Bureau of the Aichi Prefectural Office, and he does not know that other people have any grudge against him. Nevertheless he does not consider the postal communication a welcome one.

With the withdrawal of the main Allied forces from Peking, says a native correspondent in that city of our Shanghai morning paper, the Police Commission of the "Five Cities," whose men have hitherto worn uniforms and hats with English designations defining and with the English language, have recently ordered the obliteration of the "obnoxious barbarian" characters, and in their stead have Chinese characters for "disciplined brave." Chinese characters for "disciplined brave" have now been inserted in the uniform of each "brave."—Apocryphal of the monument to be erected to the memory of the Baron von Keler, the murdered German Minister, inside the Hsiao-men (Chung Wang) gate, the same correspondent states that the work on it will not be completed under four years.

The *Poochow Echo* of the 10th inst. says:—"In our notice of the typhoon last Saturday morning we reported the barometer to be rising slowly, and the rising continued to be very slow throughout that night and two following days. The wind was gusty but never attained typhoon force. The rainfall at times was very heavy and lasting as it did over four days and nights intermittently, the river overflowed its banks and all the low-lying country was flooded. We do not hear of much damage being done to foreign property in Poochow, but at Kuliang there was no little trouble through loss of tiles, and two or three houses were rendered uninhabitable. The date of this visitation corresponds very nearly with that of two years ago; this typhoon was passing on the 3rd, the one of 1899 raged over us on the 5th August."

Among the passengers on the *Nippon Maru*, which arrived in Shanghai last week from San Francisco, were "Mr. and Mrs. Smith," who are none other than Lady Francis Hope, formerly May Yohs, the well-known actress, and Major Putnam Bradlee Strong, late of the U.S. Army, from which he resigned. According to the *San Francisco Chronicle*, "Lady Hope has been the central figure in at least six extensively published stories of alliances with prominent men. Then she married the English lord and reached the climax of her theatrical aspirations. After four or five years of lavish expenditure their wedded life faded to the prosy routine of threatened financial distress. Lord Hope was a ruined man. Only family jewels remained, and they could not be sold. The chance of inheriting his brother's dukedom and the immense fortune was good, but it was uncertain and distant. Lady Hope did not care to wait. She met and admired Putnam Bradlee Strong in Europe and accompanied him to America and now to the Far East."

The German gunboat *Ilia* arrived yesterday from Macao and the British transport *Rinda* from Calcutta. The British transport *Unia* left yesterday for Calcutta.

The Russian cruiser *Varyag*, which, as we announce elsewhere, has left Cronstadt for the Far East, was built at Philadelphia and launched in 1893. She is of 6,500 tons displacement and 20,000 i.h.p. (Niellasse boilers). She has 3-inch deck armour, and carries twelve 6-in. Q.F., twelve 3-in., and six 1.4 Hotchkiss guns, and six torpedo-tubes (2 submarine). Her speed is 23 knots, and her complement 571 men.

The following is a sample of the news from Boer sources which is published periodically in Paris, by way of Amsterdam. It is dated June 6, and relates that Delarey, having surrounded 1,000 Englishmen, sent a flag of truce calling upon them to surrender. His messenger did not come back. On the morrow he sent another with the same result. On the third day he attacked the English, inflicted heavy losses, and took the survivors prisoners, the major in command included. He asked the major what he had done with the two men. "I had them shot, for I do not mean to have dealings with traitors," was the reply. General Delarey complained to Lord Kitchener, who court-martialed the major.

The Governor of Holloway Gaol has entertained a good many distinguished guests, and one at least of more exalted rank than that of Earl Russell, now there for bigamy. The inmates of the establishment in the Parkhurst Road enjoy a good many privileges because they are either prisoners on remand, or incarcerated for contempt of court or some other offence which does not involve very stringent punishment. The restaurants in the neighbourhood do a flourishing trade in supplying meals to those who can afford to pay for them, and the prisoners for debt are generally very good clients in this particular. Duchesses and people of that class generally make a contract with a West-end firm for their food supply. The only limitation is in the matter of liquors.

JERRY-BUILDINGS IN  
HONGKONG.

## ANOTHER COLLAPSE.

It would appear as though some of the old structures dignified by the name of buildings had suddenly grown tired of bearing responsibilities which they are incapable of supporting, and had determined to come down of their own accord. Another collapse took place yesterday morning. The building involved is situated at 21, Lower Lascar Road, and is at present under repair. At the back of the building, and looking out on U Yam Lane, are, or rather were, situated two kitchens, or cockhouses, and a cockloft. On the ground floor is the area, above that was the cockloft, and over that again were the two kitchens, one above the other. Shortly after eleven o'clock people in the neighbourhood were startled by a sudden rumble, and on running in the direction of the noise, guided by the gesticulations of the frightened workmen on the building, they saw a great heap of debris lying in the area already mentioned, and above nothing but a few torn bricks and rafters where formerly had been the kitchens and cockloft. Information was immediately sent to the Central Police Station, whence a relief party, composed of European and Chinese firemen and policemen and Sikh constables, was despatched to the scene under Inspector McNab. Accompanying the party were coolies bearing an ambulance and a dead-box. Captain Superintendent May was present. On arriving at the U Yam Lane, which runs up past the "Rose, Shamrock, and Thistle" saloon, attention was immediately directed to the clearing away of the ruins, the men, Europeans and Asiatics alike, tearing at the material with picks and shovels, some even with their bare hands.

The cause of the collapse is as yet an open question, but it is doubtless the same as in previous cases—old material incapable of bearing the weight placed upon it. The floor of the topmost kitchen presumably gave way and carried with it the kitchen and cockloft underneath.

Further enquiries show that one life was lost in the collapse at Lower Lascar Road—that of a coolie, aged about 40. The body was unearthed shortly after twelve o'clock, and taken to the mortuary.

It now appears that balconies and an additional storey were being added to the building, and that the accident was probably caused by the fact that the mortar, etc., used in connection with the work had been stored in the topmost kitchen until its increasing weight proved too heavy for the joints, and they gave way, with the result already stated. The houses are used by Chinese as dwellings.

Three houses in the same street have been certified by the Inspector of Buildings to be in a dangerous condition, and the owner has been ordered to shored them up.

THE COCHRANE STREET DISASTER.

The clearing away of the debris is still proceeding in Cochrane Street.

The date of the enquiry into the disaster has been set down for Friday at ten o'clock, but as Mr. Haselard has expressed a wish to have Mr. Tooker present, it depends on that gentleman's condition whether the enquiry will be open on the date mentioned. Mr. Tooker is still in the Government Civil Hospital suffering from the injury to his head, caused by a falling brick.

## LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Adriatic* arrived at Shanghai at 3 p.m., on the 19th inst., and left again at 1 p.m., on the 20th inst., for Hongkong, where she is due to arrive at 6 p.m., on the 23rd inst.

The steamer *Hullien*, from Japan, China and Hongkong, arrived in New York on the 13th inst.

The P.M. steamer *Pera*, with mails, &c., left Shanghai for this port on 21st inst., at daylight.

## "DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

## THE CRISIS IN CHINA.

LONDON, 20th August, 7.45 p.m.

BRITAIN DEMANDS PUNISHMENT  
FOR CHUCHOU MURDERERS.

Dr. Morrison telegraphs to the *Times* that Sir Ernest Satow has notified the Chinese peace envoys that unless the authors of the Chuchou massacre are punished forthwith England will require to reconsider the arrangement for the withdrawal of the British troops.

## GENERAL NEWS.

\* SHANGHAI, 20th August, 10 p.m.

SHANGHAI MUNICIPAL AFFAIRS—  
A REACTIONARY VICTORY.

The Rate-payers' Meeting, closed here today. After the discussion on the tramway scheme, a vote was taken by a show of hands, 92 being for the scheme and 57 against. A poll was then demanded, whereon 187 votes were given for the scheme and 219 against the large proxy-holders voting against. The scheme for a swimming bath was negatived by a large majority.

\* Delayed in transmission.

LONDON, 20th August, 7.45 p.m.

TSAR TO WITNESS FRENCH  
MANŒUVRES.

The Tsar has accepted President Loubet's invitation to witness the approaching French army manoeuvres at Rheims.

## WRACKED "ASTURIA" LOOTED.

The wrecked steamer *Asturia* has been looted by the Somalis. The Italian cruiser *Colombo* killed many of the looters, but owing to the heavy seas failed to prevent the removal of the spoil.

## THE MARKETS.

Cotton is firm in tone, and prices are hardening. The Manchester market is stronger. Yarns have risen. Copper is in good demand at dearer rates.

## REUTER'S SERVICE.

LONDON, 19th August.

GERMANY TO FORM A COLONIAL  
ARMY.

It is stated that Germany has decided to form a Colonial Army.

## THE CONFLAGRATION IN LONDON.

The recent fire in London occurred on the premises of Messrs. Walker and Thomas, and Messrs. Densham and Sons, tea-dealers, not the Mazawattee Tea Company.

LATER.

SHIPPING DISASTER ON THE  
PACIFIC COAST.

The steamer *Islander*, belonging to the Canadian Pacific Navigation Co., of Victoria, British Columbia, in returning from the Yukon, struck an iceberg, and sank in twenty minutes. Of the crew and passengers on board, 65 were drowned, and 111 saved.

## RUSSIA AND FRANCE.

The Tsar of Russia will be present at the French military manoeuvres at Rheims.

## SUPREME COURT.

Wednesday, 21st August.

## IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR A. G. WISE (ACTING CHIEF JUSTICE) AND A JURY.

THE CHARGE AGAINST A CHINESE POLICE SERGEANT.

The evidence for the prosecution having concluded, several witnesses were called for the defence.

Mr. Francis afterwards addressed the jury on the prisoner's behalf in an able speech, the delivery of which occupied nearly an hour.

The Acting Attorney-General having replied, His Lordship summed up, and the jury retired.

They were absent for about five minutes, and on resuming their seats, the foreman announced that they were unanimous in finding the prisoner not guilty.

The defendant was thereupon discharged.

This concluded the Sessions.

A Boston paper says:—"The Iowa Supreme Court has held that an editor may freely criticize any public entertainment if not actuated by malice. That Hamilton did exercise considerable license is seen in the fact that he referred to the Cherry Sisters as 'spavined,' described as 'a cross between the bootie-ketchie and a fox trot.' One of the sisters was referred to as a 'jude,' another as a 'frisky filly,' and a third as a 'capering monkey.' Their fingers were called 'talons,' their mouths 'caverns,' their features 'rascals' and their voices 'the wails of damned souls.' They were 'strange creatures' with 'painted faces' and 'hideous mien,' and other compliments of like nature were freely bestowed. In a word, the dramatic critic appears to have the right of way in Iowa."

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

## AN ACKNOWLEDGMENT.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 21st August.

SIR.—Kindly allow me a few lines in order to express on behalf of myself and other residents at Victoria View, Kowloon, our heartfelt gratitude to the gentleman responsible for the erection of a handsome Chinese theatre so conveniently close to our homes. It is good in these days to see so much consideration displayed for the poor Chinese coolies and amiable residing in our midst; and the public spirit shown by the officers of the Madras Regiment, in allowing their excellent band to perform on the sea-front, has, we feel, been worthily emulated, and even surpassed—for while the Military Band only plays for two hours once a week, the Chinese orchestra pours forth sweet sounds "from early morn till dewy eve." We cannot too earnestly express our admiration and delight, when last Monday evening we discovered that the military band was accompanied by beautiful and entrancing Chinese music, now swelling majestically on the evening breeze, and anon dying in fitful wails of harmony. We note with pleasure that every care is taken of the edifice, and, lest some evilly disposed person should, in the fullness of his joy, attempt to add a bonfire to the attractions of the evening, a fire-engine is thoughtfully provided, in readiness for immediate use. There is one suggestion I should like to make: Could not a permanent theatre be erected in our garden, and the performance kept up all night, when it would be appreciated, instead of closing at the absurdly early hour of 11.30?—Yours, etc.

## OVERJOYED.

BUILDING INSPECTION IN  
HONGKONG.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 20th August.

SIR.—Nothing short of drastic measures and thorough overhauling of the Public Works Department, or rather its Buildings Inspection (though practically it is non-inspection) Branch, would save the situation. Apparently, this branch of the department is notoriously negligent. The Building Inspectors may be honest, hardworking men, but if this wholesale measure of poor offensive people is the only fruit of all their pains and trouble, it goes without saying that they stand in bad need of a closer supervision and stricter rules of conduct. These inspectors must be made to feel and recognise the risk and responsibility attaching to their duties as such. The P.W.D. should open a Departmental Fund, somewhat on the basis of a Provident or Pension or Guarantee Fund to which each inspector should be made to contribute a specified sum every month proportionate to his pay. Each inspector should be placed in charge of a district or districts, if small, with a limited number of houses. At the end of each day he should be required to fill in a form showing his locality, the number of houses he has inspected that day, the nature, scope, and result of his inspection, the condition of the houses, the kind of materials used, the state of the walls, the number of persons residing therein and last, though not least, the name, identity, and financial standing, if practicable, of the blooming landlord or landlady. Whenever hereafter any such deplorable catastrophe occurs, the inspector or inspectors involved therein should be at once suspended and called upon to explain the situation. If he is found to blame, he must be dismissed from the service and he forfeits all claim to the proportionate participation in the accumulations of the Fund to which he has been one of the contributors, and his share shall be given away as compensation to the injured or bereaved person or persons, especially in cases where they have lost their bread-winner. If the inspector carries a clean record, or even has had catastrophes entered against him which on inquiry could not be put to his bad account, he should be entitled to receive his proportionate share in the Fund by way of reward for service conscientiously done and performed. Periodical reports should be published in the papers detailing records of individual inspectors.

But the hard-working inspectors should not alone be made the scapegoats. This work . . . in a British Colony and under the British Flag, is not to be laid at the door of the inspectors, or the P.W.D. alone. It is the work of a guild the moving factors of which are the contractor, the money-lender, and the blind and unscrupulous gambler and speculator in property. It is a widely known fact that to-day there are in the property market many half-penny and two-penny men, Chinese and foreigners, who blindly gamble and speculate in property and whose financial mainstay is the professional money-lender, the Loan Company, and the Bank. They pay any amount of interest. Twelve and fifteen per cent. are even talked of. How long is this state of things going to be tolerated? It is a matter for urgent and special legislation. Legislature has already stepped in other directions to the great relief of the community. Fifteen years ago all Hongkong and its wife went mad over stock-jobbing and share-speculating; gentlemen of birth and position connected with highly respectable firms fell from their commercial positions; from principals they became brokers; from brokers they were driven to be suicides. Legislature came forward and did its duty, namely introduced and passed the share bill. Again, fifteen years ago, Fire Insurance Companies were cutting each other's throats, so panic was so great, and unscrupulous people were not to say, and unscrupulous people were not wanting to take advantage; all sorts and classes of people insured their belongings and incontinence was the order of the day.











## TO LET.

**N<sup>O</sup>. 8A, QUEEN'S ROAD CENTRAL.**  
Apply to—  
**KWONG CHEONG WO,**  
No. 239, Des Vaux Road.  
Hongkong, 9th July, 1901. [1733]

## TO LET FURNISHED

For 2 or 3 months from 1st August.  
**27, BELLIOS TERRACE, Top Ter-**  
race, fine view of Harbour, back  
entrances from Conduit Road.  
Apply to—  
**C. E. WARREN,**  
No. 3A, Wyndham Street.  
Hongkong, 18th August, 1901. [2166]

## TO LET

**SHOPS, OFFICES, and ROOMS in**  
**BEACONSFIELD ARCADE.**  
**ONE SMALL GODOWN in DUDELL**  
**STREET.**  
For Particulars, apply to—  
**TURNER & CO.**  
Hongkong, 20th August, 1901. [2118]

## TO LET

**TWO EUROPEAN HOUSES, Nos. 18**  
**and 20, LEIGHTON HILL ROAD.**  
Apply to—  
**HONGKONG & KOWLOON LAND**  
**& LOAN COMPANY, LTD.**  
No. 8, Queen's Road West.  
Hongkong, 7th August, 1901. [1868]

## TO LET SHORTLY.

**HOUSES (now in course of erection and**  
**nearing completion) in a first-class**  
**business locality, DES VEAUX ROAD CEN-**  
**TRAL, next to A. Tack's Furniture Store.**  
Ground Floors suitable for Shops. Upper  
Floors have plastered ceilings and walls, and  
are very suitable for Offices.  
Apply to—  
**J. S. LEE & CO.,**  
Care of WING CHEONG TAI,  
240, Des Vaux Road West.  
Hongkong, 7th August, 1901. [1999]

## THE PEAK.

**TO LET, FURNISHED, No. 3,**  
**15th, CAMERON VILLAS, from date of**  
**15th October. Place and Linen included.**  
Servants can be retained.  
For Particulars, apply to—  
**TURNER & CO.**  
Hongkong, 15th August, 1901. [2080]

## TO LET

**NOS. 1 to 8, WILD DELL, WANCHAI**  
**ROAD.**  
Apply to—  
**SANG KEE,**  
198, Praya Central.  
Hongkong, 18th August, 1901. [2084]

## TO LET.

**A HOUSE in RIFON TERRACE.**  
**BLUE BUILDINGS, No. 3, 2nd FLOOR.**  
**"THE RETREAT," MOUNT KELLY.**  
Apply to—  
**THE HONGKONG LAND INVEST-**  
**MENT & AGENCY CO., LTD.**  
Hongkong, 13th July, 1901. [66]

## TO LET.

**N<sup>O</sup>. 1, STEWART TERRACE, the**  
**PEAK.**  
Apply to—  
**THE HONGKONG LAND INVEST-**  
**MENT & AGENCY CO., LTD.**  
Hongkong, 17th July, 1901. [1739]

## TO LET.

**UNFURNISHED, FIVE-ROOMED**  
**HOUSE on CAINE ROAD.**  
Apply to—  
**"HOUSE,"**  
Care of Office of this Paper.  
Hongkong, 21st August, 1901. [2124]

## TO LET.

**GODOWN, No. 5A, DUDELL STREET**  
Apply to—  
**THE HONGKONG LAND INVEST-**  
**MENT & AGENCY CO., LTD.**  
Hongkong, 6th July, 1901. [1632]

## TO LET.

**THE GODOWN in West Point**  
**(Kennedy Town) known as Feather**  
**Factory, now occupied by the Hongkong**  
**& Kowloon Wharf and Godown Co., Ltd.**  
For Particulars, apply to—  
**LAURENCE WEGENER & CO.**  
Hongkong, 9th July, 1901. [1730]

## TO LET.

**"EASTLEY, UPPER RICHMOND**  
**ROAD, and Nos. 3, 5 and 6, RICH-**  
**MOND TERRACE.**  
Apply to—  
**LAU CHU PAK,**  
Care of A. S. Watson & Co., Ltd.  
Hongkong, 1st August, 1901. [1935]

## TO LET.

**HOUSE, No. 3, LOWER CASTLE**  
**ROAD.**  
Apply to—  
**T. EDWARDS,**  
No. 22, Stanley Street.  
Hongkong, 9th August, 1901. [2024]

## TO LET.

**"FERNSIDE," No. 37, ROBINSON**  
**ROAD.**  
Apply to—  
**S. K. RAMJAHN,**  
Care of Thomas's Grill Room.  
Hongkong, 1st August, 1901. [1937]

## BOARD AND RESIDENCE.

**MRS. GILLANDERS**  
**"GLENWOOD,"**  
**21, CAINE ROAD.**  
Hongkong, 20th September, 1900. [669]

## BOARD AND RESIDENCE.

**COMFORTABLY FURNISHED**  
**ROOMS, with Board.**  
Apply to—  
**Mrs. MATHIE,**  
2, Pedder's Hill.  
Hongkong, 1st January, 1892.

## [ALL RIGHTS RESERVED.]

## SPORT AND ANECDOTE.

BY AN OLD POOREY.

## RANJI, PRINCE OF RUN-GETTERS.

Prince Ranjitsinhji is no longer a novelty on

our cricket fields, and yet familiarity with him

has in no sense bred contempt. Time was

when we marvelled that a young Rajput noble

should come to this country, make a deep study

of our national summer pastime, and then prove

himself one of the greatest masters of the art

of batting that the world has ever seen. All

this is passing strange, and no doubt some years

ago, aroused much personal curiosity as to the

clever Oriental, but the natural inquisitiveness

of most people in regard to Ranji has long since

been satisfied, and he is a common object of the

level mead where the umpires pitch the stumps.

We all know that the gentleman who now cap-

taina Sussex was adopted by his great uncle as

the heir to the Throne of Nawangar, the most

wealthy native State in Kathiawar. Ranji

was accepted by the British Government as

heir, and after being educated at the College

of Princes—the Raj-Kumar—at Rajkot, he

was sent to Cambridge University to com-

plete the training for his exalted position.

But meanwhile the great uncle quarrelled

with his nephew, Ranji's father, and disinherited

Ranji in a fit of temper. The Indian prince

has had long correspondence with the British

Government, but he is not likely, so far as I

can see, to obtain the Jemship of Nawangar.

Born on September 10th, 1872, Ranji, whatever

his position may be in England, belongs to the

very flower of Indian aristocracy, and he came

to our little island in 1889. During that year

he saw the Australians play Surrey at the Oval

—and that match set his soul on fire for cricket.

With what result? Well, he played for Cam-

bridge University in 1893. F. S. Jackson was

walking round Fenner's one day when he came

across Lockwood bowling to Ranji. "Is he

any good?" said Jackson to the professional,

referring, of course, to the Indian cricketer.

Whereupon Lockwood declared that he would

make one of the grandest bats ever seen.

Jackson gave him his colours, but he only

scored nine runs in the first innings, and was

out for a "duck" in the second. Yet within

three years he was included in the full strength

of All England. No team representative of

the strength of the country would be complete

without Ranji, who is certainly the most

phenomenal batsman it was ever my lot to see,

and I have watched the greatest players of the

last thirty years.

A SKETCH OF THE SURREY CAPTAIN.

I had the pleasure of seeing every run the

Prince of Cricket scored at Manchester in

July, 1896, when he made his debut for England

against Australia, and I have simply sat in

the gallery, completely overawed by the

witchery of his willow-work time and again in

the intervening years. In every great innings

by Ranji there is an indefinable charm which

seems to hold people spellbound. By this time,

as I have already said, familiar to us all, the

interest in his accomplishments might naturally

be supposed to have evaporated. And yet Ranji

is still a magnet. As he issues from the pavilion

gate he is always welcomed with salutes of

applause. His walk to the wicket is not stately.

Indeed, I once heard a famous artist declare

that in the style of a costermonger he rushes

along, jauntily swinging his bat like a penny

cane. Having taken his guard at the crease, I

like his pose. He stands fairly erect, making

the most of his height and reach. After seeing

Jesse's crouch when waiting for the ball, the

uprightness of Ranji is a striking contrast.

The moment the ball is delivered the wonderful

eyes of the Indian follow it right to the bat,

which is wielded with a style not even surpassed

by Lionel Palairet. Jack Lyons, the Gawler

giant of South Australia, once said: "When

he looks at me I have a feeling that he has

not a perfect sight of the ball. But remember

that it is contrary to his creed to drink or

smoke—and Ranji has never indulged in an

alcoholic potion and never hampered himself

with the fashionable vice of the century—

smoking. No wonder those eyes are so bright,

and so keen that many a bowler has quailed

before them and muttered to himself: "How

can I get him out?" But his wrists possess

a suppleness, an elasticity, and a flexibility that

are not common to Europeans, and there is a

lissomeness about his body which gives him

extraordinary quickness of movement. We

know that it is not so, but Ranji seems a man

designed by Nature for cricket—and yet if we

saw him playing lawn tennis or racquets we

should think precisely the same. Just as there

is a fundamental difference between the Western

mind and the Eastern brain, so there is between

the Western physique and the Eastern frame.

Ranji has all the rapidity of movement of

an elemental race untroubled by the ideas of

civilisation which have prevailed in England

as the centuries have rolled on. In short Ranji

is the free product of Nature, and cricket has

been grafted on to him, until it is part of him.

How unerringly he swings that perpendicular

bat along an horizontal plane, with the left

bat along an horizontal plane, with the left

and with a twist of his snake-like wrists he  
deflects the ball to the boundary in marvellous  
style. "This is a most dangerous stroke for the  
novice, or for anybody without his eye and  
wrist powers, but Ranji is rarely at fault. And  
his cut is just the sweetest thing in cricket.  
One sees a ball careering towards him, and with  
a whip-like action he taps the red leather.  
The sound is like unto just patting the hands,  
but the ball flies off at right angles to the stumps  
until the boundary is reached. Occasionally the  
Prince throws himself at a ball for a drive, and  
so beautifully is the stroke timed that there is  
great power behind the bat. He appeared to  
me to drive more forcibly after his return from  
Australia than at any time, either before or since.  
Nor must we overlook the fact that in his strokes  
Ranji keeps the ball rolling along the grass  
with such ease that it appears the most natural  
thing to do—whereas we all know that the  
untutored and the unskilful hand always hits  
up in the air.

## CLEVER AND MANY-SIDED.

When he played for England against  
Australia in 1896, Harry Graham, the little  
dasher of Victoria, was a spectator, as being  
out of form, Harry Trott left him out of the  
test match. I asked Graham what he thought  
of Ranji. "Well," said he, "he's no cricketer.  
He's a confounded conjurer." And so he has  
ever appeared to me—a Cinquevalli who does  
his tricks with a little bit of wood which guides  
the red ball all over the greenward, baffling  
the fieldsmen by the artistry of his placing, for  
where he steers the leather there are usually no  
fieldsmen. Like the policeman on the other  
best—they are never there when most wanted.  
His runs are, as I have suggested, obtained by  
taps and touches—not by hits made in the style  
of the countryman in the fair who is trying his  
strength on a pouncing machine or with a mallet  
is endeavouring to prove his power on the spring  
which forces up a gauge. In the field Ranji  
looks slight, but just as there is witchery in his  
black eyes, there is a suggestion of strength in  
his shoulders. Whether in flames or out of them  
the Indian nabob looks what he is—an athlete.  
He finds great joy in fielding, which he rightly  
considers one of the great arts of cricket. At  
point, in the slips or at the mid-off he is as  
lively as a kitten and takes the ball with either  
hand. In every sense of the word Ranji is a  
sportsman, and delights in lawn tennis and  
racquets, while with rod and gun he is a mighty  
Ninrod. At the king of table games—billiards  
—he can take a cue, and is just as likely to make  
a 50 or 60 break as to compile a "century" on  
the cricket field. In private life I have found  
Ranjitsinhji a most charming man. With just  
the slightest trace of foreign accent he speaks  
fluent English, is a brilliant conversationalist,  
and a keen debater, especially on matters of  
principle. Over the alleged throwing of certain  
bowlers he is still indignant as to the action of  
his brother captains; and truth to tell, the  
Indian Prince is so independent, so fearless,  
and so zealous for the good of his country and  
the progress of cricket, as he conceives it, that  
I do not think some of his brother captains have  
too much love for him. He has pronounced  
opinions on the players of the day, and is, in  
fact, an accomplished English gentleman  
worthy of all the admiration the crowd has  
given him, despite little personal disputes which  
may have given some people a wrong impression.

## JIM PHILLIPS AND ARTHUR MOLD.

I very much regret that Jim Phillips, the um-  
pire, has again seen fit to no-ball Arthur Mold,  
as he did 18 times in ten overs at Manchester  
while the Somerset match was in progress.  
Last year at Nottingham the same official took  
this course, but notwithstanding all the debate  
which has since taken place, not another umpire  
has been found to agree with Phillips and brand  
Mold as a "chucker." We are not in the habit  
of convicting people in this country on the  
unsubstantiated testimony of even one umpire.  
Surely unless Phillips finds a second the mo-  
tion fails to the ground.

## ENGLAND AND AMERICA AT LAWN TENNIS.

After trimming the wings of some of the  
American athletes at the British championship  
meeting at Huddersfield, and after conquering  
the Pennsylvania University crew by the aid  
of the mighty Leander eight, who seem to form  
the Grand Challenge Cup at Henley, it is a  
thousand pities that the All England Lawn  
Tennis and Croquet Club cannot send a  
thoroughly representative team to New York to  
meet the American tennis team at Hoboken on  
July 29th. Mr. A. W. Gore, the present lawn  
tennis champion of England, and the famous  
brothers L. F. and H. L. Doherty, are all  
unable to cross the Atlantic to meet the Yankee  
quartette, who are to be Messrs. Holcombe  
Ward, F. Davies, Whitman, and Larned—and  
they are, I can assure lovers of lawn tennis,  
a very fine four. The English Association  
have asked G. W. Hilliard, W. V. Eaves,  
and H. Roper Barrett to make the trip, and  
although not absolutely the best, they are very  
efficient substitutes. Hilliard is, of course, the  
ex-Leicesterhire cricketer, who has also some  
affection for golf. In fact, he has distinguished  
himself in all three games—but has never been  
quite tip-top at any game. Indeed he was a  
member of Lord Hawke's cricket team in  
America both in 1891 and 1894, and is un-  
doubtedly a good all-round sportsman, as he  
can also swim, row, and play billiards with  
the best amateurs. Serving from 6ft. 2in., he  
has a tremendous first ball if he gets it in, while  
his driving is very fast and low, his volleying  
grand, and his "smash"—well, the latter is  
generally meant to bounce the ball over the  
nearest church steeple. Possibly Hilliard is too  
keen and thinks too much about the game; perhaps  
this is why he just fails to be the champion tip-  
topper of England. An Australian by birth  
and a doctor by profession, who has seen service  
in the Boer War, W. V. Eaves won the Wilfred  
championship of Ireland in 1897 from Wilfred  
Baddley, and lost the championship of England  
by losing a ball six inches over the base  
line, for had that stroke been a winning ace he  
would have routed W. Baddley by three sets  
to love. When in form he is a grand player,  
and a master of all the tricks of outdoor tennis.

Having played Wrenn in America before,  
Eaves should be a very valuable man, and I  
look to these three to serve England well, but  
am afraid they will not win.

## MORE TRANSATLANTIC TUSSELS.

But this is not the only contest between the  
British and the Yankees pending in the near  
future, for Oxford and Cambridge Universities  
have to meet the McGill and Toronto Univer-  
sities at Montreal on September 14, and Harvard  
and Yale at New York on September 23. The  
requisite funds have been subscribed, and the  
team sails from Liverpool for Boston on August  
15. The men selected are—Oxford: E. A.  
Dawson, G. R. Garnier, L. T. Cornish, Ray  
Cleave, J. B. Bulkeley, W. E. B. Henderson,  
and E. E. May; Cambridge: The Rev. H. W.  
Workman, A. E. Hind, J. Churchill, R. W. Bar-  
clay, F. G. Cockshott, H. W. Grogson, J. J.  
Cawthra, H. W. P. McNaughton, E. Alcock,  
and G. Howard-Smith. I must say they are a  
very capable band of athletes, and should do  
honour to old England if the climate does not  
affect them. Cockshott is the mile champion of  
England, and Cleave the half-mile champion,  
while Workman at long distances, A. E. Hind  
at sprinting, and Garnier at hurdling are class  
enough for any company. I wish them luck.  
If they succeed we only need Lipton to lift that  
blessed America Cup to feel happy once again—  
even if MacLaren is finding it very difficult to  
get a good cricket team for Australia.  
London, 20th July, 1901.

THE  
ROBINSON

PIANO CO., LTD.



## PIANOS

BY ALL THE LEADING MAKERS.

Hongkong, 21st August, 1901. [2953]

HONGKONG  
BUSINESS DIRECTORY.

## BOOKBINDING

**"DAILY PRESS" OFFICE.**  
The only office in China having European  
taught workmen. Equal to Home Work.  
**BUILDERS**

**KANG ON.**  
Contractor; 30, D'Arquilar Street. Local  
and Coast Port Buildings, Timber, Brick  
and Granite.  
Mechanics engaged, Estimates given.

## CHEMISTS DRUGGISTS, &amp;c.

**THE VICTORIA DISPENSARY.**  
Chemists and Druggists, High-class Accu-  
rated Waters, Dealers in Photographic  
Requisites, Queen's Road.

## FURNITURE WAREHOUSEMEN

**A CHEE & CO., Established 1859.**  
Every Household Requisite. Depot for  
Eastman's Kodak Films and Accessories;  
17a, Queen's Road Central.

## JEWELLER

**MAISON LEVY HERMANOS.**  
Diamond Merchants and Watchmakers, 40,  
Watson's Building, Queen's Road. Also  
at Shanghai, Manila, Paris and Hanoi.

## PHOTOGRAPHERS

**A FONG.**  
The largest and most complete Studio in  
Hongkong. Established 1859. Views,  
Enlargements, Ivory Miniatures, Oil  
Paintings, &c.; Ice House Street.

**MEE CHEUNG.**  
Ice House Street, Top Floor. Permanent  
Enlargements, Groups, Views, etc.; Devel-  
opment Works, Amateurs' Requisites

**M. MUMFAY, JAPANESE ARTIST.**  
Bromide and Crayon Enlargements and  
also colouring Photos and relief Photos.  
Views of China and Manila. Work  
done for Amateurs; No. 8A, Queen's  
Road Central.

## STOREKEEPERS

**F. BLACKHEAD & CO.**  
Navy Contractors, Shipchandlers, Sail-  
makers, Provision and Coal Merchants,  
Praya Central, next Hongkong Hotel.

**BISMARCK & CO.**  
Navy Contractors, Ship Chandlers,  
Provision and Coal Merchants, Sail-  
makers, &c. Fresh Water supplied to  
Vessels in the Harbour

**KWONG SANG & CO.**  
Shipchandlers, Sailmakers, Hardware,  
Engineer Tools, Brass and Iron Mer-  
chants, 144, Des Vaux Road.

**MORE & SEIMUND.**  
43 and 45, Des Vaux Road, Shipchandlers,  
Sailmakers, Riggers, Commission Agents  
and General Storekeepers; Sole Agents  
for Shipowners' Commission ("Grey-  
hound Brand") and Blundell  
Spence & Co.'s Composition

## TAILORS

**R. HAUGHTON & CO.**  
Naval, Military and Court, 16, Queen's Road,  
Opposite Kuhn's Curio Store.

## TOBACCONISTS

**D. S. DADY BURJOR, "Los Filipinos."**  
Importer of the Best Manila Cigars; 25  
Fottinger Street.

## WATCHMAKERS

**DEOZ & CO.,**  
10, Queen's Road Central. Repairs of  
Watches and Clocks by competent  
European experts, at moderate rates.

## JAPAN COALS

THE MITSUI BUSSAN KAISHA  
(OR MITSUI & CO.)

HEAD OFFICE:—43, SAKAMOTO-CHO, TOKYO.  
LONDON OFFICE:—34, LIME STREET, E.C.  
HONGKONG OFFICE:—6, ICE HOUSE STREET.

## BRANCH OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,  
Hankow, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Changhai, Yokohama,  
Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu,  
Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address for all the Offices: "MITSUI"

A.B.C. and A. I Codes used



## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong, 2, midway between Hongkong and Kowloon, and those vessels berthed at the Kowloon Wharf, 3, together with the number denoting the section.

1. From Green Island to the Harbour Master's.  
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.  
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	PELEUS	Brit. str.	2 m.	G.M. Montford, R.N.R.	BUTTERFIELD & SWIRE	To-day.
LONDON, &c., via Ports of Call.	MASSILIA	Brit. str.	2 m.	P. & O. S. N. Co.	BUTTERFIELD & SWIRE	On 31st inst., at Noon.
LONDON	STENTOR	Brit. str.	2 m.	J. S. Thompson	BUTTERFIELD & SWIRE	On 3rd September.
LONDON	IDONEUS	Brit. str.	2 m.	R. H. Mowatt	BUTTERFIELD & SWIRE	On 17th September.
LONDON	AXAN	Brit. str.	2 m.	C. Polack	BUTTERFIELD & SWIRE	On 1st October.
LIVERPOOL DIRECT	KONIG ALBERT	Ger. str.	2 m.	E. P. Martin, R.N.R.	BUTTERFIELD & SWIRE	About 15th September.
BREMEN, via Ports of Call.	BANCA	Brit. str.	2 m.	J. S. Thompson	MELCHERS & CO.	To-day, at Noon.
MARSEILLES & LONDON	KAWACHI MARU	Jap. str.	1 m.	S. H. Mowatt	BUTTERFIELD & SWIRE	About 7th September.
MARSEILLES, LONDON & ANTWERP, via Ports of Call.	OCEANIC	Fre. str.	2 m.	S. H. Mowatt	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
MARSEILLES & HAMBURG	ALEXANDRIA	Ger. str.	2 m.	S. H. Mowatt	BUTTERFIELD & SWIRE	On 20th inst., at 1 P.M.
HAVRE & HAMBURG	SIBIRIA	Ger. str.	2 m.	S. H. Mowatt	BUTTERFIELD & SWIRE	On 27th inst.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	2 m.	S. H. Mowatt	BUTTERFIELD & SWIRE	On 10th September.
HAVRE & HAMBURG	ARABIA	Brit. str.	2 m.	S. H. Mowatt	BUTTERFIELD & SWIRE	On 27th inst.
NEW YORK via Ports & Suez Canal	HEATHBURN	Brit. str.	2 m.	S. H. Mowatt	BUTTERFIELD & SWIRE	On 5th October.
NEW YORK via Suez Canal	ATANKA	Amr. ship.	2 m.	S. H. Mowatt	BUTTERFIELD & SWIRE	About 22nd inst.
NEW YORK	L. SCHIFF	Amr. ship.	2 m.	S. H. Mowatt	BUTTERFIELD & SWIRE	On or about 10th Sept.
NEW YORK	F. CHAPMAN	Amr. ship.	2 m.	S. H. Mowatt	BUTTERFIELD & SWIRE	Quick despatch.
NEW YORK	ARAGONIA	Amr. ship.	2 m.	S. H. Mowatt	BUTTERFIELD & SWIRE	Quick despatch.
VANCOUVER, via SHANGHAI &c.	MANUEL LLANO	Amr. ship.	2 m.	S. H. Mowatt	BUTTERFIELD & SWIRE	On or about 25th Oct.
VANCOUVER, via SHANGHAI &c.	EMPEROR OF INDIA	Brit. str.	2 m.	S. H. Mowatt	BUTTERFIELD & SWIRE	On 28th inst.
VICTORIA, B.C. & TACOMA via SHANGHAI &c.	ATHENIAN	Brit. str.	2 m.	S. H. Mowatt	BUTTERFIELD & SWIRE	On 4th September.
VICTORIA, B.C. & TACOMA via SHANGHAI &c.	BRAEMAR	Brit. str.	2 m.	S. H. Mowatt	BUTTERFIELD & SWIRE	On 27th inst.
SAN FRANCISCO via SHANGHAI &c.	KAGA MARU	Jap. str.	2 m.	S. H. Mowatt	BUTTERFIELD & SWIRE	On 2nd September, at 4 P.M.
SAN FRANCISCO via SHANGHAI &c.	NIPPON MARU	Amr. str.	2 m.	S. H. Mowatt	BUTTERFIELD & SWIRE	On 23rd inst., at Daylight.
SAN DIEGO, &c., via MOJI &c.	PERU	Brit. str.	2 m.	S. H. Mowatt	BUTTERFIELD & SWIRE	On 31st inst.
AUSTRALIAN PORTS	STRATHMORE	Brit. str.	2 m.	S. H. Mowatt	BUTTERFIELD & SWIRE	On or about 15th Sept.
AUSTRALIAN PORTS	EASTERN	Brit. str.	2 m.	S. H. Mowatt	BUTTERFIELD & SWIRE	On 16th Sept., at Daylight.
AUSTRALIAN PORTS	KARAKA MARU	Jap. str.	2 m.	S. H. Mowatt	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
YOKOHAMA & KOBE	TAIWAN	Brit. str.	2 m.	S. H. Mowatt	BUTTERFIELD & SWIRE	On 10th September.
YOKOHAMA & KOBE	GLENGYLE	Brit. str.	2 m.	S. H. Mowatt	BUTTERFIELD & SWIRE	On or about 24th inst.
YOKOHAMA & KOBE	FORMOSA	Brit. str.	2 m.	S. H. Mowatt	BUTTERFIELD & SWIRE	On 31st inst.
KOBE & YOKOHAMA	KANSU	Brit. str.	2 m.	S. H. Mowatt	BUTTERFIELD & SWIRE	On 30th inst., at Daylight.
KOBE & YOKOHAMA	HARATA MARU	Jap. str.	2 m.	S. H. Mowatt	BUTTERFIELD & SWIRE	To-morrow, at Noon.
NAOYASAKI, KOBE & YOKOHAMA	ROSETTA MARU	Jap. str.	2 m.	S. H. Mowatt	BUTTERFIELD & SWIRE	On 24th inst., at 3 P.M.
SHANGHAI	LOONGHONG	Brit. str.	2 m.	S. H. Mowatt	BUTTERFIELD & SWIRE	On 30th inst.
SHANGHAI	CHANGSHA	Brit. str.	2 m.	S. H. Mowatt	BUTTERFIELD & SWIRE	On or about 30th inst.
SHANGHAI	CHUNSAN	Brit. str.	2 m.	S. H. Mowatt	BUTTERFIELD & SWIRE	On or about 24th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	INDUS	Fre. str.	2 m.	S. H. Mowatt	BUTTERFIELD & SWIRE	Quick despatch.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ HEINRICH	Ger. str.	2 m.	S. H. Mowatt	BUTTERFIELD & SWIRE	To-morrow, a.m.
ANPING, via SWATOW & AMOY	MAIZURU MARU	Jap. str.	2 m.	S. H. Mowatt	BUTTERFIELD & SWIRE	To-day.
FOOCHOW, NINGPO & SHANGHAI	WOOSUNG	Brit. str.	2 m.	S. H. Mowatt	BUTTERFIELD & SWIRE	On 28th inst., at Daylight.
FOOCHOW via SWATOW & AMOY	ANPING MARU	Jap. str.	2 m.	S. H. Mowatt	BUTTERFIELD & SWIRE	On 25th inst.
TAMSOU via SWATOW & AMOY	DAIJI MARU	Jap. str.	2 m.	S. H. Mowatt	BUTTERFIELD & SWIRE	To-day, at 10 a.m.
SWATOW	HAICHING	Brit. str.	2 m.	S. H. Mowatt	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
MANILA	LOONGHONG	Brit. str.	2 m.	S. H. Mowatt	BUTTERFIELD & SWIRE	To-morrow, at 5 P.M.
MANILA	KASUGA MARU	Jap. str.	2 m.	S. H. Mowatt	BUTTERFIELD & SWIRE	On 10th September.
MANILA	PEELA	Brit. str.	2 m.	S. H. Mowatt	BUTTERFIELD & SWIRE	To-day, at Noon.
MANILA	TAIWAN	Brit. str.	2 m.	S. H. Mowatt	BUTTERFIELD & SWIRE	
SAMARANG & SOERABAYA	CHUNSAN	Brit. str.	2 m.	S. H. Mowatt	BUTTERFIELD & SWIRE	

## SHIPPING.

**ARRIVALS.**  
Aug. 20, TRYONIA, British str., 1,069, Powell, Shanghai 16th August, Kerosine—A.R.N. HOLD, KARBERG & CO.  
Aug. 20, CROWN OF ARAGON, British str., 1,474, John G. Dorrard, Foochow 18th August, Tea—GILMAN & CO.  
Aug. 21, TUNDA, British transport, 3,362, England, Calcutta 7th August.  
Aug. 21, INDOPACIFIC, German str., 871, A. H. W. Wierle, &c.  
Aug. 21, FUSUN, British str., 1,500, W. H. H. Lant, Shanghai 17th August, General—CHINESE.  
Aug. 21, HAITAN, British steamer, 1,183, J. S. Bosch, Foochow, Amoy and Swatow 20th Aug., General—DOUGLAS LARBAK & CO.  
Aug. 21, LITIS, German steamer, from Macao.  
Aug. 21, HEATHBURN, British steamer, 2,060, Kelly, Yokohama 22nd July and Amoy 20th August, General—DOUGLAS LARBAK & CO.  
Aug. 2, KAWACHI MARU, Jap. str., 3,779, J. S. Thompson, Moji 23rd August, General—NIPPON YUSEN KAISHA.  
Aug. 21, LOSOS, German str., 1,925, Fuchs, Bangkok and Swatow 24th Aug., Rice and Teakwood—BUTTERFIELD & SWIRE.  
Aug. 21, MICHAEL JENSEN, German str., 710, Jensen, Haiphong 17th August and Hoilow 20th, Rice—JENSEN & CO.  
Aug. 21, ROSETTA MARU, Japanese str., 2,402, N. Tate, Melbourne and Manila 19th Aug., General—NIPPON YUSEN KAISHA.  
Aug. 21, TRYM, Norwegian str., 710, H. Dahl, Haiphong 17th August and Hoilow 20th, General—A. R. MARY.  
Aug. 21, KONIG ALBERT, German str., 6,589, Polack, Shanghai via Foochow 17th Aug., Mail and General—MELCHERS & CO.

## CLEARANCES.

At the Harbour Master's Office.  
21st August.  
Aperade, German str., for Haiphong.  
Hajibari, German str., for Bangkok.  
Independent, German str., for Canton.  
Hue, French str., for Kwong-chow-wan.  
Ajaz, British str., for Shanghai.  
Gengfeng, British str., for Shanghai.  
Peleus, British str., for Singapore.

## DEPARTURES.

21st August.  
THALES, British str., for Swatow.  
UMTA, British transport, for Calcutta.  
PUSHEN, British str., for Canton.  
KWANLEE, British str., for Shanghai.  
SUNGKIAN, British str., for Manila.

## VESSELS IN DOCK.

21st August.  
ABERDEEN DOCKS.—Perla.  
KOWLOON DOCKS.—Canton River, Victoria.  
Solent, Nippon Maru, Whitehall, Maidaru Maru, H.M.S. British.  
Cantonian Dock.—D. J. de Austria.

## SHIPPING REPORTS.

The British steamer *Crown of Aragon*, from Foochow 18th inst., had fine weather throughout the passage.  
The German steamer *Loos*, from Bangkok and Swatow 20th inst., had fine weather interrupted with small rain squalls.  
The British steamer *Tygonia*, from Shanghai 16th inst., experienced fine, clear weather and smooth sea during the whole passage.  
The British steamer *Pasha*, from Shanghai 17th inst., had moderate to light southerly winds with occasional showers of rain; southerly swell throughout.  
The British steamer *Haitan*, from Foochow, Amoy and Swatow 20th inst., had moderate S.W. monsoon, moderate sea, cloudy and showery throughout. Vessels in Foochow—*Str. Hae-shie* and *Anping*. In Amoy—*H.M.S. Belis* and *Daphne*, str. *Wuhu*, *Kacilia*, City of Calcutta and *Heathburn*. In Swatow—*Str. Chikili*, *Taiwang* and *Sigan*.

## VESSELS ON THE BERTH

FOR NEW YORK.  
THE 3/3 A.I. American ship  
"MANUEL LLANO"  
will load during September and October, sailing about 25th October.  
For Freight apply to  
SHEWAN, TOMES & CO.  
Hongkong, 11th July, 1901.

## VESSELS ON THE BERTH

POSTPONEMENT.  
DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW.  
THE Company's Steamship  
"HAICHING"  
Captain Davis, will be despatched for the above port TO-DAY, the 22nd inst., at 10 A.M.  
For Freight or Passage, apply to  
DOUGLAS LARBAK & CO.,  
General Managers.  
Hongkong, 21st August, 1901. [2126]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FOR SAMARANG AND SOERABAYA.  
THE Company's Steamship  
"CHUNSAN"  
Captain Muir, will be despatched as above TO-DAY, the 22nd inst., at Noon.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
General Managers.  
Hongkong, 16th August, 1901. [2079]

NIPPON YUSEN KAISHA.  
FOR MANILA.  
THE Company's Screw Steamship  
"KASUGA MARU"  
3,873 tons gross, Captain H. Fraser, will be despatched for the above port TO-MORROW, the 23rd inst., at 4 P.M.  
This new Mail Steamer is especially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.  
For Freight or Passage, apply to  
A. S. MIHARA,  
Manager.  
Hongkong, 16th August, 1901. [2077]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FOR MANILA.  
THE Company's Steamship  
"LOONGSANG"  
Captain Weigall, will be despatched as above TO-MORROW, the 23rd inst., at 4 P.M.  
This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
General Managers.  
Hongkong, 17th August, 1901. [2100]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.  
FOR MANILA.  
THE Company's Steamship  
"PERLA"  
Captain J. E. Matheson, will be despatched as above TO-MORROW, the 23rd inst., at 8 P.M.  
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.  
A Doctor is carried.  
For Freight or Passage, apply to  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 19th August, 1901. [2108]

FOR NEW YORK.  
THE 3/3 A.I. American ship  
"I. F. CHAPMAN,"  
having arrived, is now ready to load for the above port, and will have quick despatch.  
For Freight, apply to  
ARNHOLD, KARBERG & CO.  
Hongkong, 12th August, 1901. [1867]

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ALEXANDRIA	HAYRE & HAMBURG	On 27th Aug. Freight.
Capt. Roeder	(Calling at Singapore and Penang)	
SIBIRIA	HAYRE & HAMBURG	On 10th Sept. Freight and Passage.
Capt. Porzilius	(Calling at Singapore and Colombo)	
ANDALUSIA	HAYRE & HAMBURG	On 21st Sept. Freight.
Capt. Ehlers	(Calling at Singapore and Penang)	
ARABIA	HAYRE & HAMBURG	On 5th Oct. Freight.
Capt. Forst	(Calling at Singapore and Penang)	
ARAGONIA	NEW YORK via SUEZ CANAL	End of August or beginning September Freight.

For Further Particulars, apply to  
HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
QUEEN'S BUILDINGS, No. 1. [1051]  
Hongkong, 27th July, 1901.

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)  
"EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 28th Aug. 1901.  
"ATHENIAN" Comdr. H. Mowatt, R.N.R. WEDNESDAY, 4th Sept. 1901.  
"EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 25th Sept. 1901.  
"EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 23rd Oct. 1901.  
"TARTAR" 4,425 Tons, Comdr. E. Beetham, R.N.R. WEDNESDAY, 20th Oct. 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAIN and the CANADIAN PACIFIC RAILWAY, which have daily and cross the Continent of the PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIP, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

## SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA AND JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES. In addition to the excellent First Class Passenger accommodation, the "ATHENIAN" makes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage. The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days and Freight, apply to  
For further Information, Maps, Guides, Books, Rates of Passage and Freight, apply to  
D. E. BROWN, General Agent,  
Pedder's Street. [10]

Hongkong, 8th August, 1901.

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing.
BRAEMAR	3,601	W. Watt	August 27th
DUKE OF FIPE	3,821	J. S. Cox	September 10th
OLYMPIA	2,837	J. Trusbridge	October 1st

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.  
Excellent accommodation. First-class Table, Doctor and Stewardess carried.  
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.  
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. Dining Car is attached to trans-continental trains day and night. TACOMA to NEW YORK in 48 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, £33.  
The best route to the KODIYER GOLD FIELDS. Frequent sailings from VICTORIA and TACOMA to DYKE and St. MICHAEL.

Rates of Passage to other Points on application.  
A Special Rate allowed to members of Government Service.  
For further information as to Passage or Freight, apply to  
DODWELL & CO. LIMITED,  
General Agents.

Hongkong, 17th July, 1901.

Hongkong, 17th July, 1901.

Hongkong, 17th July, 1901.

Hongkong, 17th July, 1901.

Hongkong, 17th July, 1901.

Hongkong, 17th July, 1901.

Hongkong, 17th July, 1901.

Hongkong, 17th July, 1901.

Hongkong, 17th July, 1901.

Hongkong, 17th July, 1901.

Hongkong, 17th July, 1901.

Hongkong, 17th July, 1901.

Hongkong, 17th July, 1901.

Hongkong, 17th July, 1901.

Hongkong, 17th July, 1901.

Hongkong, 17th July, 1901.

Hongkong, 17th July, 1901.

Hongkong, 17th July, 1901.

Hongkong, 17th July, 1901.

Hongkong, 17th July, 1901.

Hongkong, 17th July, 1901.

Hongkong, 17th July, 1901.

Hongkong, 17th July, 1901.

Hongkong, 17th July, 1901.

Hongkong, 17th July, 1901.

Hongkong, 17th July, 1901.

Hongkong, 17th July, 1901.

Hongkong, 17th July, 1901.

Hongkong, 17th July, 1901.

Hongkong, 17th July, 1901.

Hongkong, 17th July, 1901.

Hongkong, 17th July, 1901.

Hongkong, 17th July, 1901.

Hongkong, 17th July, 1901.

Hongkong, 17th July, 1901.

Hongkong, 17th July, 1901.

Hongkong, 17th July, 1901.

Hongkong, 17th July, 1901.

Hongkong, 17th July, 1901.

Hongkong, 17th July, 1901.

Hongkong, 17th July, 1901.

Hongkong, 17th July, 1901.

Hongkong, 17th July, 1901.

Hongkong, 17th July, 1901.

Hongkong, 17th July, 1901.

Hongkong, 17th July, 1901.



## VESSELS ON THE BERTH

## OCEAN STEAMSHIP COMPANY.

OUTWARDS.		
FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"TYDEUS"	On 26th August.
GLASGOW AND LIVERPOOL	"PYRRHUS"	On 30th September.
GLASGOW AND LIVERPOOL	"ULYSSES"	On 12th September.
GLASGOW AND LIVERPOOL	"AGAMEMNON"	On 19th September.

HOMEWARDS.		
FOR	STEAMERS	TO SAIL
LONDON	"PELEUS"	On 22nd August.
LONDON	"STENTOR"	On 3rd September.
LONDON	"IDOMENEUS"	On 17th September.
LONDON	"AJAX"	On 1st October.
LIVERPOOL DIRECT	"ORESTES"	About 15th September.

Hongkong, 17th August, 1901.

Butterfield & Swire,  
AGENTS O. S. S. Co.CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
FOOCHOW, NINGPO & SHANGHAI	"WOOSUNG"	On 22nd August.
SHANGHAI	"CHANGSHA"	On 30th August.
Kobe & Moji	"KANBU"	On 31st August.
MANILA	"TAIYUAN"	On 10th September.
PORT DARWIN, THURSDAY		
ISLAND, COOKTOWN, CAIRNS,		
TOWNSVILLE, BRISBANE,		
SYDNEY AND MELBOURNE		

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 14th August, 1901.

## IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI,  
HIOGO AND YOKOHAMA.  
THE Imperial German Mail Steamship

"PRINZ HEINRICH,"  
OF THE NORDDEUTSCHER LLOYD,  
Captain R. Heintze due here with the outward  
German Mail about the 22nd inst., will leave for  
the above places about 24 hours after arrival.

For further Particulars, apply to  
NORDDEUTSCHER LLOYD  
MELCHERS & CO.,  
Agents.

Hongkong, 19th August, 1901.

REGULAR STEAMSHIP SERVICE TO  
NEW YORK  
VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.  
"HEATHBURN" ... About 22nd August.  
"JUPITER" ... 4th September.  
"MOGUL" ... 21st September.  
"KURDISTAN" ... 12th October.  
"SATSUMA" ...  
"LENNOX" ...

For Freight and further information, apply to  
DODWELL & CO., LD.,  
Agents.

Hongkong, 8th August, 1901.

THE OSAKA SHOSHEN KAISHA,  
LIMITED.FOR ANPING (VIA SWATOW AND  
AMOI)  
THE Company's Steamship

"MAIDZURU MARU,"  
Captain K. Suzuki, will be despatched for the  
above ports on FRIDAY, the 23rd  
instant, at 3 p.m.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 8th August, 1901.

HAMBURG-AMERIKA LINE.

FOR SHANGHAI  
THE Steamship

"LOONGMOON,"  
Captain Schmidt, will be despatched for the  
above port on SATURDAY, the 24th instant,  
at 3 p.m.

This Steamer has superior accommodation for  
First and Second Class Passengers.  
For Freight or Passage, apply to  
SIEMSEN & CO.,  
Agents.

Hongkong, 20th August, 1901.

THE OSAKA SHOSHEN KAISHA,  
LIMITED.FOR TAMSUI, SHANGHAI AND  
FOOCHOW  
THE Company's Steamship

"DAIGI MARU,"  
Captain K. Subajima, will be despatched for the  
above ports on SUNDAY, the 26th  
instant, at 3 p.m.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 19th August, 1901.

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.FOR SHANGHAI, NAGASAKI, KOBE  
AND YOKOHAMA.  
THE Company's Steamship

"DAIGI MARU,"  
Captain K. Subajima, will be despatched for the  
above ports on SUNDAY, the 26th  
instant, at 3 p.m.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 14th August, 1901.

## VESSELS ON THE BERTH.

## U. S. MAIL LINES.

## PACIFIC MAIL S.S. CO. OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,  
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPEVIA  
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

"PERU"	SATURDAY, 31st Aug., at Noon.
"COPTIC"	TUESDAY, 10th Sept., at Noon.
"CITY OF PEKING"	TUESDAY, 24th Sept., at Noon.
"GAELIC"	WEDNESDAY, 2nd Oct., at Noon.
"CHINA"	SATURDAY, 19th Oct., at Noon.
"DORIC"	TUESDAY, 29th Oct., at Noon.

THE P. M. S.S. Co.'s Steamship "PERU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on SATURDAY, the 31st August, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamer, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havanna, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoices will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 16th August, 1901.

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.NOTICE.  
STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERY, MADRAS,  
MADRAS, CALCUTTA, DIBOUTI,  
EGYPT, MARSEILLES, MEDI-  
TERRANEAN AND BLACK  
SEA PORTS.  
LONDON, HAVRE, BORDEAUX,  
ALSO  
PORTS OF BRAZIL AND RIVER PLATE.ON MONDAY, the 26th August, 1901,  
at 1 p.m. the Company's Steamship  
"OCEANIC," Captain Schmidt, with Mails,  
Passengers, Specie and Cargo, will leave this  
port for MARSEILLES via ports of call  
WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London  
as well as for Marseilles, and accepted in  
transit through Marseilles for the principal  
places of Europe.

Shipping Orders will be granted till Noon.  
Cargo will be received on board until 4 p.m.  
Specie and Parcels until 3 p.m. on the 25th  
August. (Parcels are not to be sent on board;  
Contents and Value of Packages are required.)

For further particulars, apply to the Com-  
pany's Office.

P. DE CHAMPMORIN,  
Acting Agent.

Hongkong, 14th August, 1901.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.STEAM FOR STRAITS, CEYLON, AUS-  
TRALIA, INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERSIAN GULF, CONTINENTAL  
AND AMERICAN PORTS.

"MASSILIA,"  
Captain G. M. Montford, R.N.R., carrying His  
Majesty's Mails, will be despatched from this  
port for Bombay, on SATURDAY, the 31st  
August, at Noon, taking passengers and  
cargo for the above ports.

Silk and Valuables, all cargo for France, and  
Tea for London (under arrangement) will be  
transhipped at Colombo into a steamer proceed-  
ing direct to Marseilles and London; other  
cargo for London, &c., will be conveyed via  
Bombay with transshipment.

Parcels will be received at this Office until 4  
p.m. the day before sailing. The contents and  
value of all packages are required.

Shippers are particularly requested to note  
the terms and conditions of the Company's  
Bills of Lading.

For further particulars, apply to  
H. A. RITCHIE,  
Superintendent.

Hongkong, 19th August, 1901.

THE UNDERSEA GENERAL AGENTS  
IN CHINA AND JAPAN for the above Lines  
are prepared to issue THROUGH BILLS  
OF LADING for all the principal ports in  
SOUTH AFRICA, in connection with INDO-  
CHINA STRAM NAVIGATION Co.'s fortnightly  
service hence to CALCUTTA. Sailings from  
CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars,  
apply to  
DODWELL & CO., LIMITED,  
General Agents for China and Japan.  
Hongkong, 4th August, 1897.

Hongkong, 19th August, 1901.

## VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE.  
(Calling at TIMOR, PORT DARWIN and QUEEN-  
SLAND PORTS, and taking through  
Cargo to ADELAIDE, NEW ZEALAND,  
TASMANIA, &c.)THE Steamship  
"EASTERN,"  
Captain Ellis, will be despatched for the  
above ports on FRIDAY, the 6th September,  
at DAYLIGHT.

This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber, which ensures the supply of Fresh Provi-  
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with  
the Electric Light.

A Stewardess and a duly qualified Surgeon  
are carried.

N.B.—Return Tickets issued by this Com-  
pany to and from Australia are available for  
return by the steamers of the China Navigation  
Company and vice versa.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 19th August, 1901. [210]

FOR NEW YORK.  
THE 3/3 A II American ship  
"L. SCHEPP"

Captain Kendall, will be ready to load on the  
15th August for the above port, and will be  
despatched about the middle of September.

For Freight, apply to  
CARLOWITZ & CO.,  
Agents.

Hongkong, 18th July 1901. [1414]

TO IMPORTERS FROM THE UNITED  
STATES.THE CHINA MUTUAL STEAM NAVI-  
GATION COMPANY, LIMITED.

Having Established a regular service of steamers  
from Seattle (Puget Sound) to Japan,  
China and the Philippines, in  
connection with the  
GREAT NORTHERN RAILWAY LINES  
of the United States, are prepared to con-  
tract for the conveyance of Goods from  
the Pacific Coast and interior  
points of U.S.A. to the Orient.

For further particulars apply at  
THE CHINA MUTUAL STEAM NAVI-  
GATION CO.'S OFFICES, NEW YORK;  
To the Agents of the Company at Japan,  
China, Philippines and Straits:

FRANK WATERHOUSE & CO., General  
Western Agents, SEATTLE; or to  
GEO. SUTHERLAND, General Agent for  
the EAST, SHANGHAI.

JARDINE, MATHESON & CO.,  
Agents.

Hongkong, 25th July, 1901. [11624]

## NOTICES TO CONSIGNEES

FROM HAMBURG, PENANG AND  
SINGAPORE.THE H.A.L. Steamship  
"ANDALUSIA"

Captain Ehlers, having arrived from the  
above ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
counter-signature by the Undersigned and to  
take immediate delivery of their Goods from  
alongside.

Optional Cargo will be forwarded unless  
notice to the contrary be given before 3 p.m.,  
TO-DAY.

Any Cargo impeding her discharge will be  
landed into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, Limited,  
and stored at Consignees' risk and  
expense.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 23rd inst. will be subject  
to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 23rd inst., at 3 p.m.

HAMBURG-AMERIKA LINE,  
Hongkong Office.

Hongkong, 16th August, 1901. [2091]

COMPAGNIE DES MESSAGERIES  
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo by the S.S.  
"ERNEST SIMONS" from London,  
Havre and Marseilles are hereby informed that  
their Goods have been transhipped at Bombay  
to the P. & O. Steamer "Nankin" due here on the  
18th instant, whence delivery may be obtained  
at the Hongkong and Kowloon Wharf and  
Godown Co., Ltd., at Kowloon.

Bills of Lading will be countersigned by the  
Undersigned.

P. DE CHAMPMORIN,  
Acting Agent.

Hongkong, 15th August, 1901. [2075]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"AJAX"

are hereby notified that the Cargo is being dis-  
charged into Craft, and/or landed at the Go-  
dowens of the Hongkong and Kowloon Wharf  
and Godown Company, Ltd.; in both cases it  
will be at Consignees' risk. The Cargo will be  
ready for delivery from Craft or Godown on  
and after the 23rd instant.

Optional Cargo will be landed unless notice  
has been given prior to steamer's arrival.

Goods undelivered after the 27th instant  
will be subject to rent. All damaged Goods  
must be left in the Godowns, where they will be  
examined at 11 a.m. on the 28th instant.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 20th August, 1901. [15]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"ORESTES"

are hereby notified that the Cargo is being dis-  
charged into Craft, and/or landed at the Go-  
dowens of the Hongkong and Kowloon Wharf  
and Godown Company, Ltd.; in both cases it  
will be at Consignees' risk. The Cargo will be  
ready for delivery from Craft or Godown on  
and after the 19th inst.

Optional cargo will be landed unless notice  
has been given prior to steamer's arrival.

Goods undelivered after the 22nd inst. will be  
left in the Godowns, where they will be  
examined at 11 a.m. on the 23rd instant.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 15th August, 1901. [15]

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND  
SINGAPORE.THE Steamship  
"CATHERINE APCAR,"

having arrived from the above ports, Consignees  
of Cargo are hereby informed that their Goods  
will be delivered from alongside.

Cargo impeding the discharge will be landed  
at once.

Cargo remaining on board after 2 p.m., on the  
21st inst., will be landed at Consignees' risk  
and expense into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company,  
Limited.

Consignees of Cargo from SINGAPORE  
and PENANG are requested to take IM-  
MEDIATE delivery of their Goods from  
alongside; such Cargo impeding the discharge  
of the vessel will be landed and stored at  
Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by  
DAVID SASSOON, SONS & CO.,  
Agents.

Hongkong, 19th August, 1901. [2110]

NOTICE TO CONSIGNEES.

FROM LONDON AND STRAITS.

THE Steamship  
"GLENFARG"

having arrived from the above ports, Consignees  
of Cargo by her are hereby informed that their  
Goods are being landed at their risk into the  
Godowns of the Hongkong and Kowloon Wharf  
and Godown Co., Limited, at Kowloon, where  
each consignment will be sorted out mark by  
mark, and delivery can be obtained as soon as  
the Goods are landed.

Goods not cleared by the 25th inst. will be  
subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the  
Godowns, and a certificate of the damage ob-  
tained from the Godown Company within ten  
days after the steamer's arrival, after which  
no claims will be recognised.

McGREGOR BROS. & GOW,  
Hongkong, 19th August, 1901. [2111]

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

"FAIRAMATTA,"  
FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods  
are being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
Goods are landed.

This vessel brings on Cargo:—  
From London, ex ss. "Honey."  
From Australia, ex ss. "Australia."  
From Persia Gulf, ex ss. "B. I. S. N. and  
J. A. P. S. N. Co.'s Steamers."

Optional Goods will be landed here unless  
instructions are given to the contrary before  
1 p.m. TO-DAY, 16th inst.

Goods not cleared by the 22nd inst., at 4 p.m.,  
will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

All damaged packages must be left in the  
Godowns, and a certificate of the damage ob-  
tained from the Godown Company within ten  
days after the vessel's arrival here, after which  
no claims will be recognised.

H. A. RITCHIE,  
Superintendent.

Hongkong, 16th August, 1901. [1]

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

"NANKIN,"  
FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
Goods are landed.

This vessel brings on Cargo:—  
From Bombay, ex ss. "Ernest Simons."  
Goods not cleared by the 25th inst., at  
4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

All damaged packages must be left in the  
Godowns, and a certificate of the damage ob-  
tained from the Godown Company within ten  
days after the vessel's arrival here, after which  
no claims will be recognised.

H. A. RITCHIE,  
Superintendent.

Hongkong, 19th August, 1901. [1]

STEAMSHIP "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES  
MARITIMES.

NOTICE

CONSIGNEES of Cargo from London  
and from Havre



